

FIG.1A

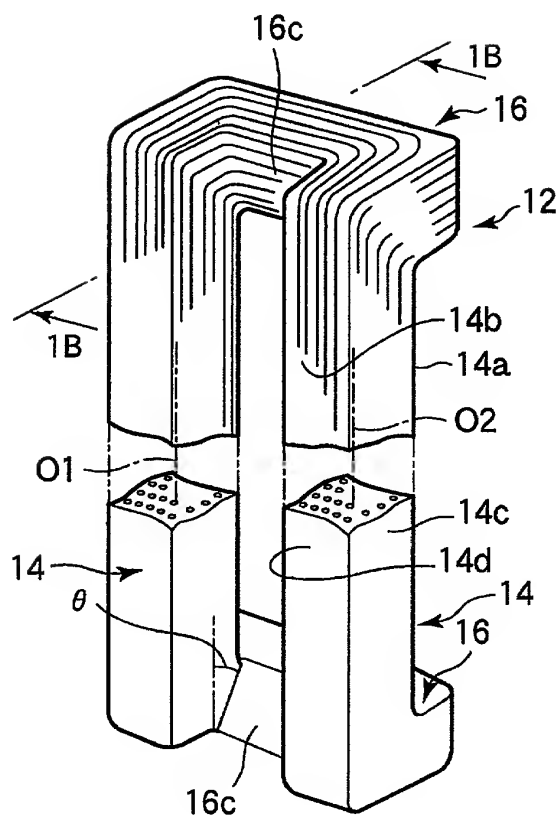
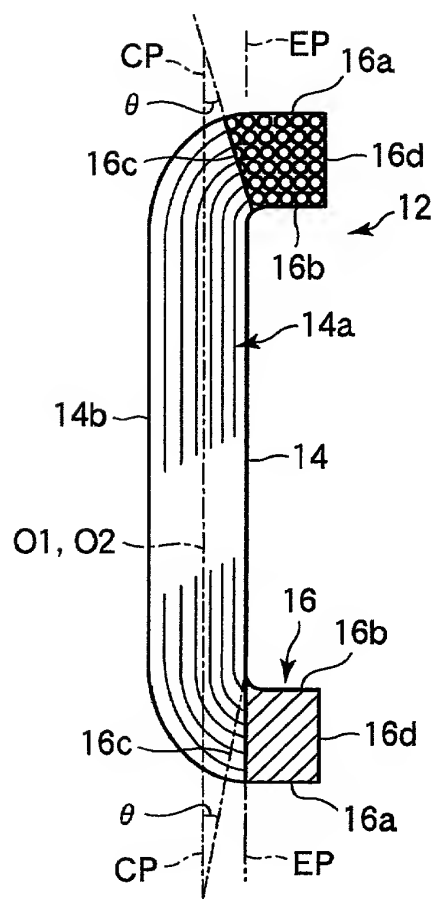


FIG.1B



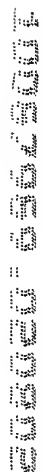
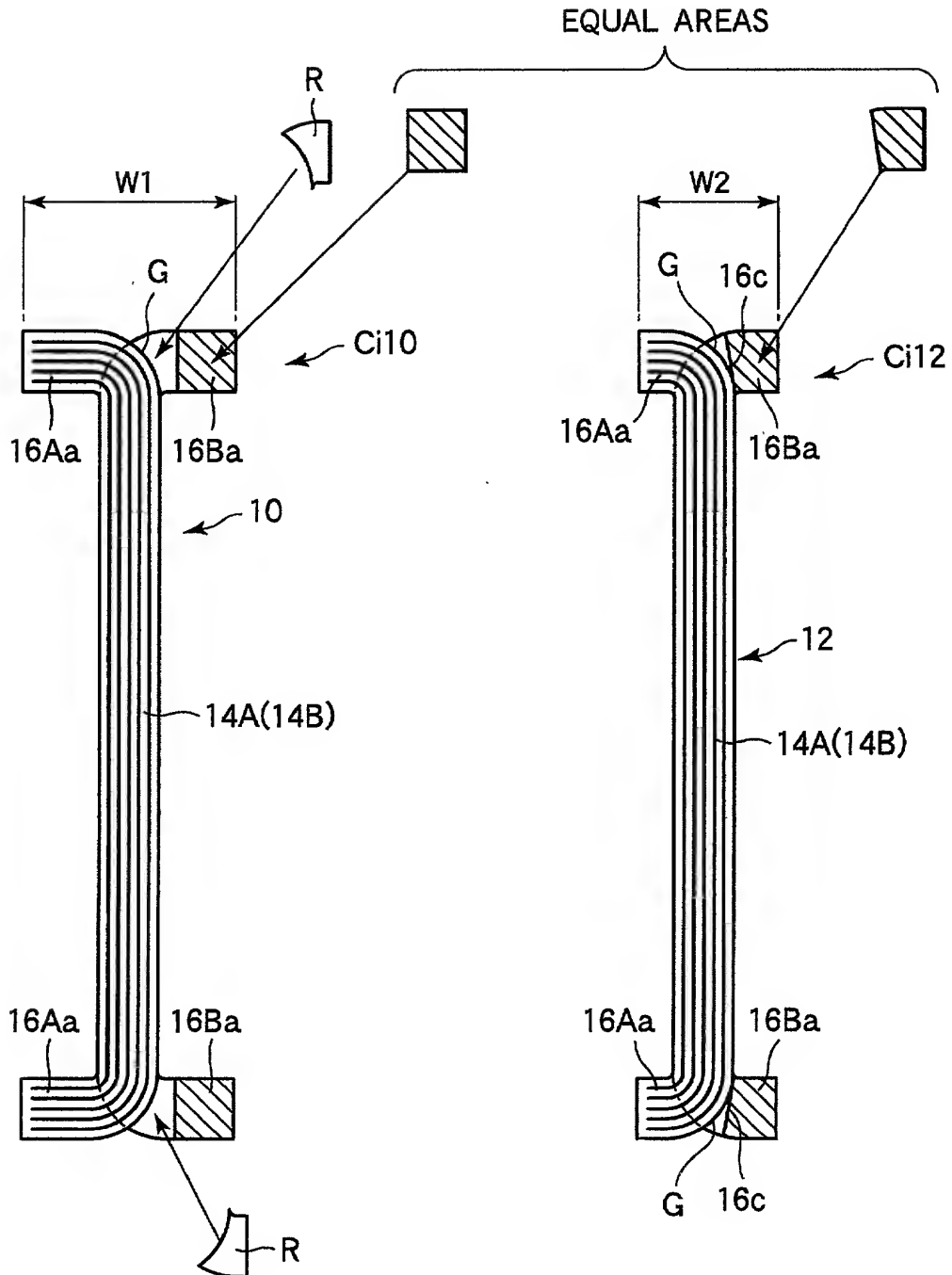
[illegible]

FIG.3A

FIG.3B



4/9
FIG.4

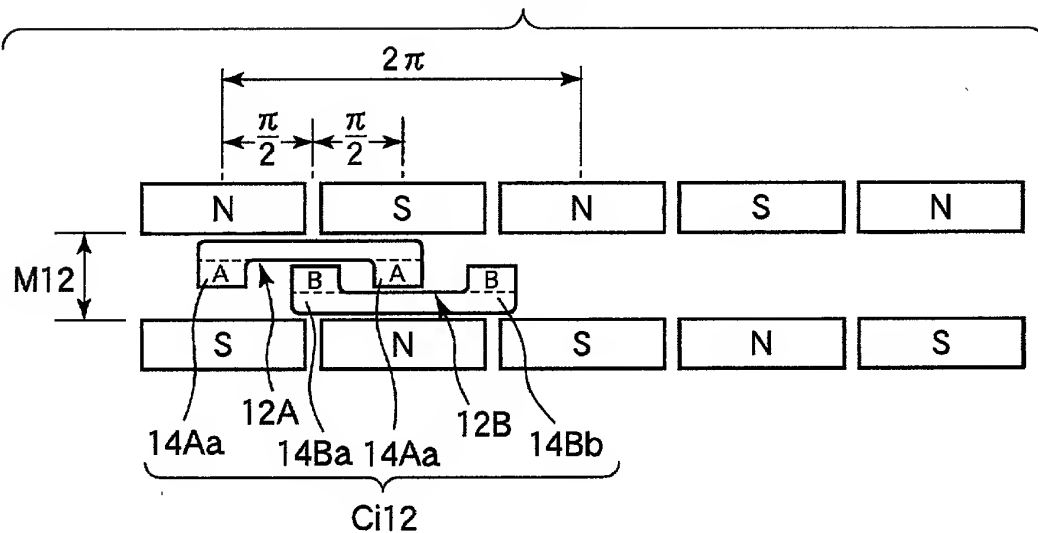


FIG.5

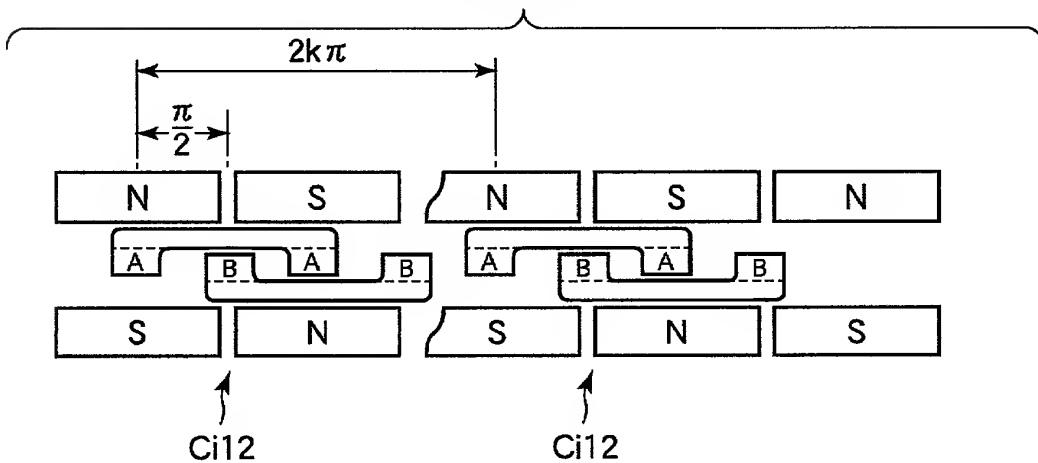


FIG.6

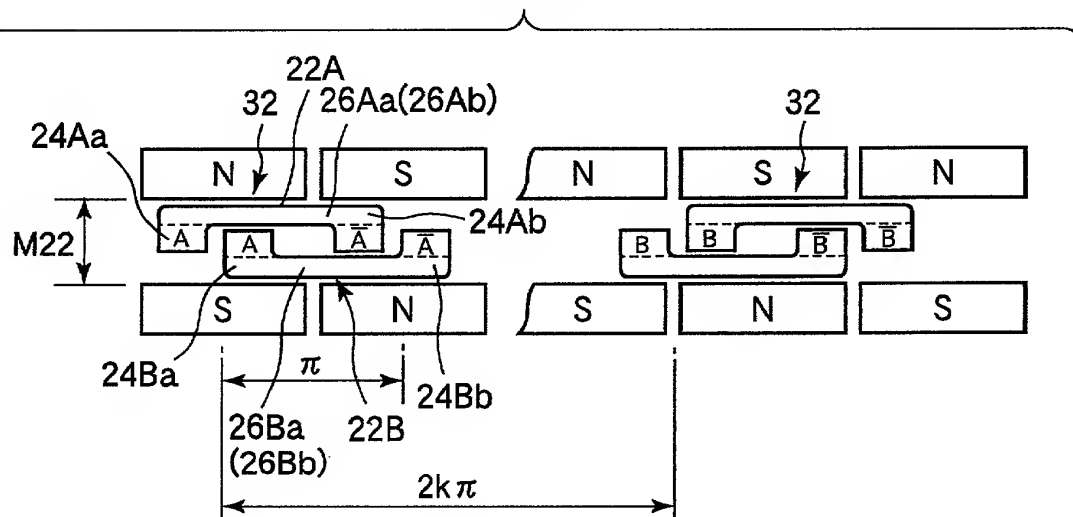
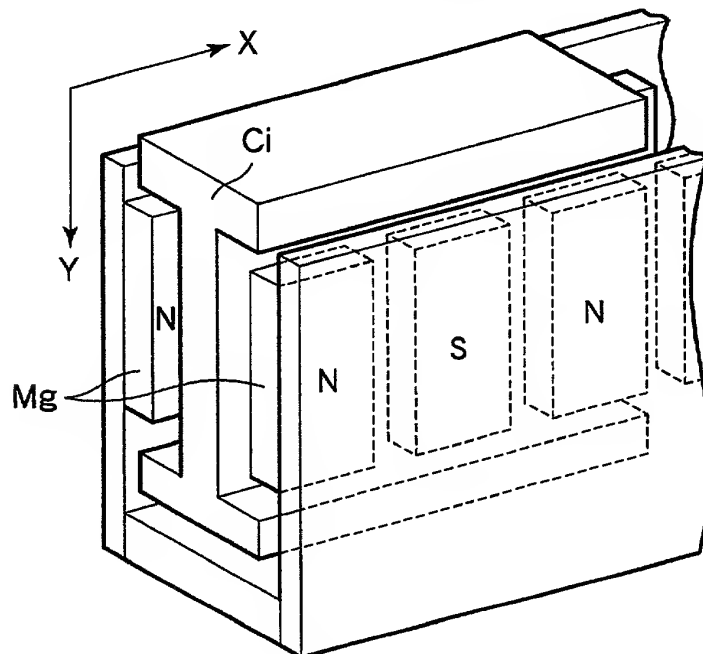


FIG.7

	SEPARATE ONE-POLE TYPE (CONVENTIONAL RACETRACK- SHAPE)	INTEGRATED ONE-POLE TYPE (PRESENT INVENTION)	INTEGRATED TWO-POLE SEPARATE TYPE (PRESENT INVENTION)	SEPARATE CONNECTED ONE-POLE TYPE (PRESENT INVENTION)
FIGURE	FIG.15	FIG.4	FIG.5	FIG.6
SYSTEM LENGTH (mm) RATIO	1	0.69	1.38	1.25
THRUST CONSTANT (N/ARMS) RATIO	1	1.00	2.00	1.81
MOTOR CONSTANT (N/ \sqrt{W}) RATIO	1	1	1.41	1.27

FIG.8
PRIOR ART

6/9

FIG.9
PRIOR ART

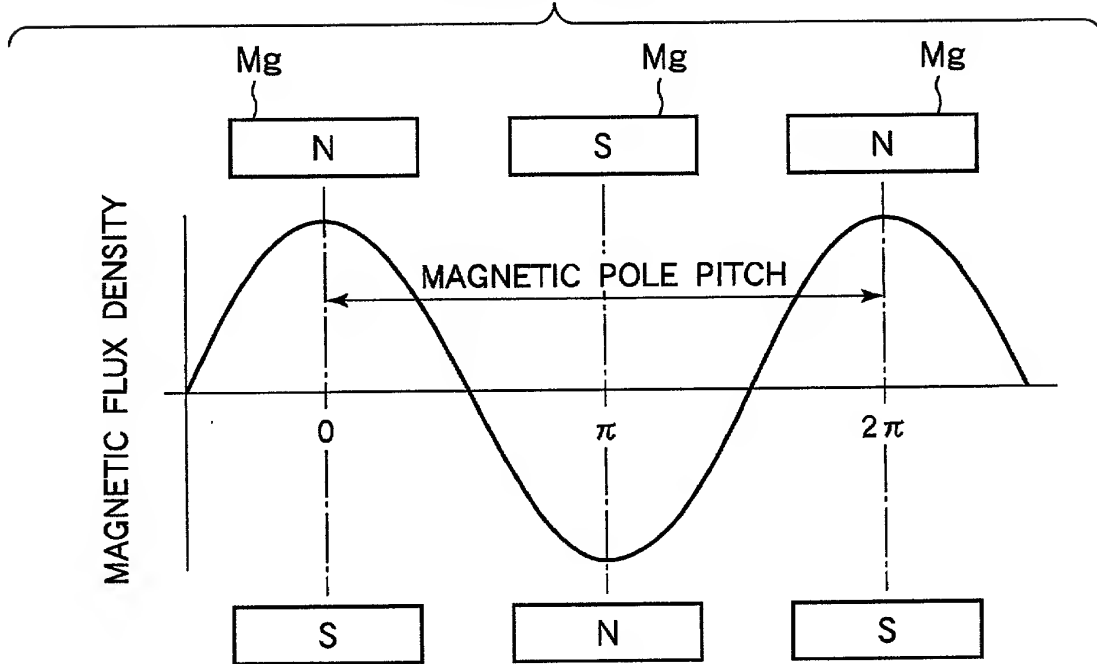
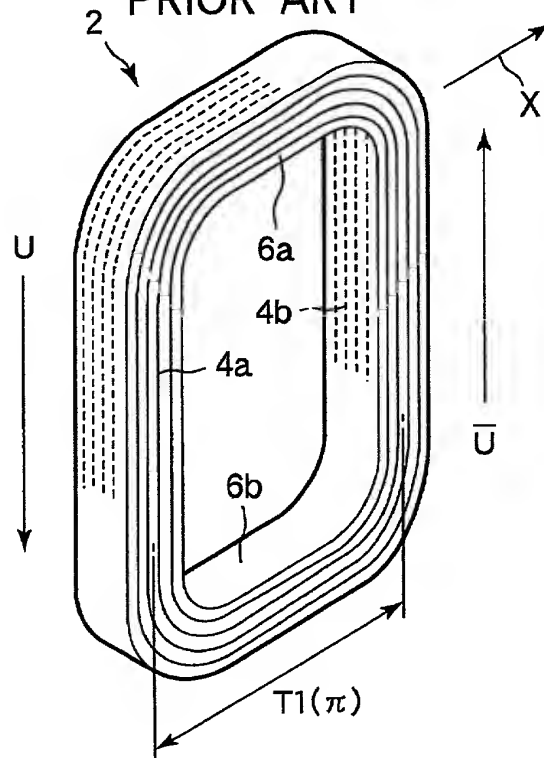


FIG.10
PRIOR ART



7/9
FIG.11
 PRIOR ART

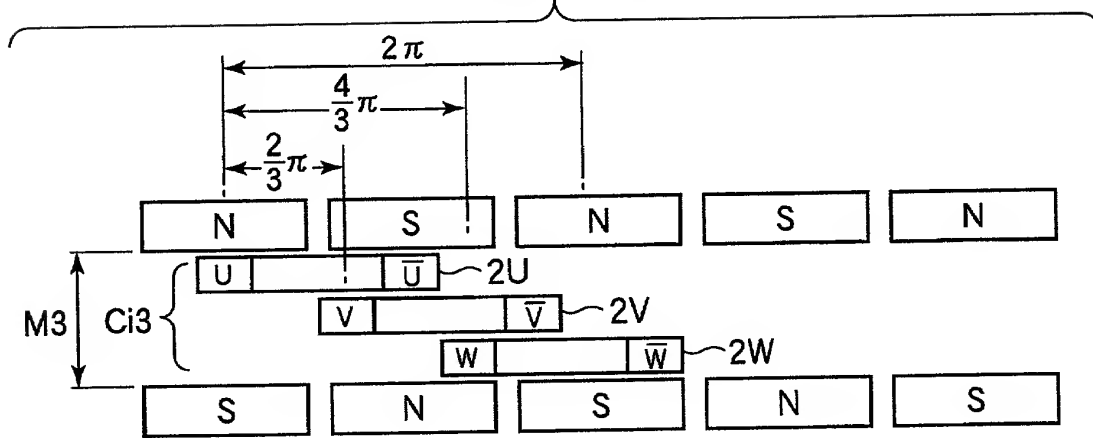


FIG.12
 PRIOR ART

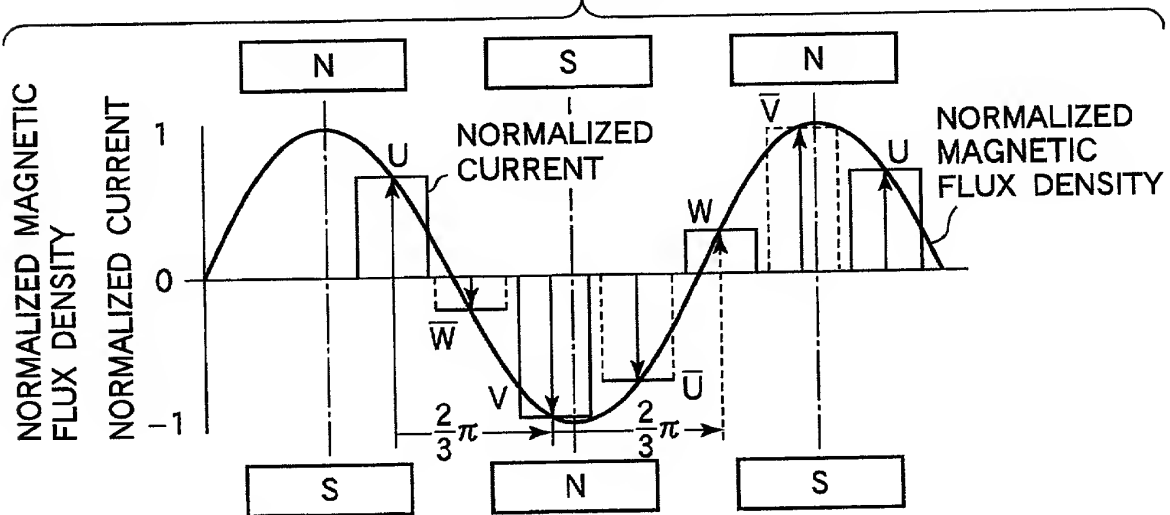
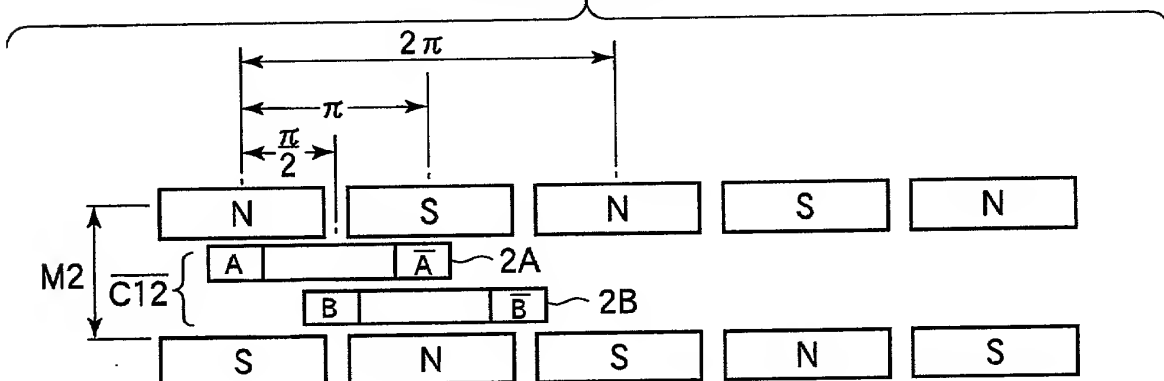


FIG.13
 PRIOR ART



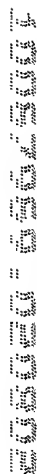
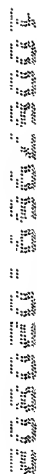
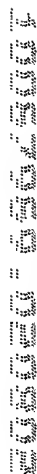
[illegible][illegible][illegible]

FIG.17B
PRIOR ART

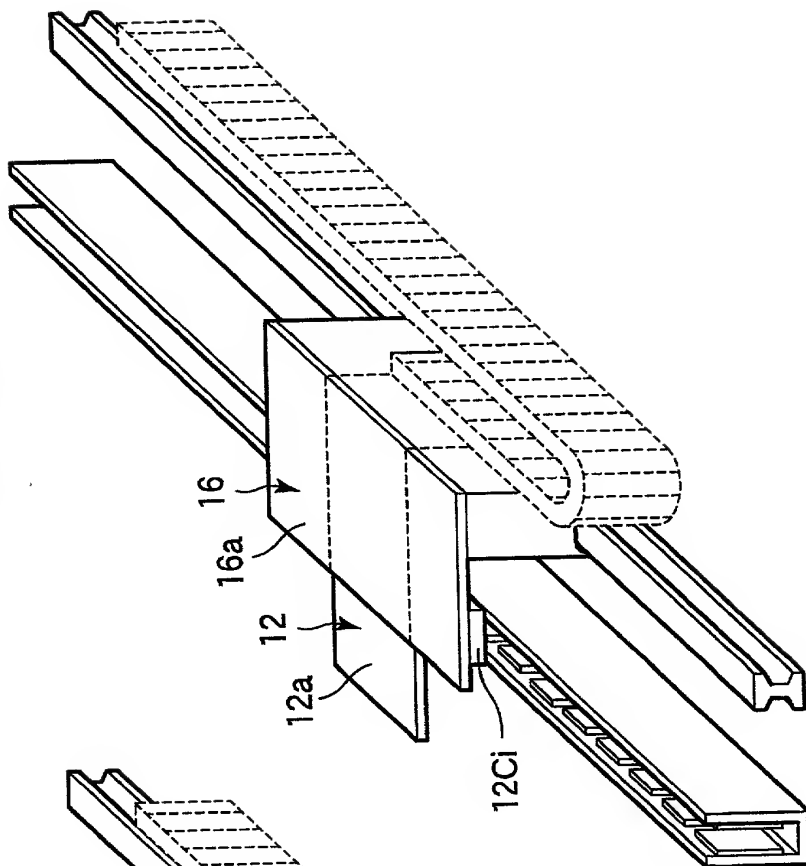


FIG.17A
PRIOR ART

